





**For Sale**  
FOR SALE, AT THE CHINA SUGAR REFINERY, EAST POINT.  
SUGAR of the Finest Crystals, equal if not superior to the English Loaf, ranging from No. 1 to 6.  
Also GOLDEN SYRUP, double refined, in quantities to suit purchasers.  
WAHKE & Co.  
CHINA SUGAR REFINERY,  
East Point, 5th August, 1868.

**FOR SALE.**  
DUFF GORDON & Co.'s PALE SHERRY, of Superior quality, in 1 dozen cases.  
RAY & Co.  
Hongkong, August 5, 1868.

**FOR SALE.**  
THE Public House called the CITY OF ROTTERDAM, No. 190, with Stock-in-Trade, Furniture, and everything belonging to it.  
For full particulars, apply on the premises.  
Hongkong, August 3, 1868.

**Insurances.**  
LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.  
Agents at Hongkong,  
Messrs. AUGUSTINE HEARD & Co.

NOTICE is hereby given that the half-yearly interest at the rate of 10 per cent per annum will be payable to the Shareholders at the London and County Bank, Lombard Street, London, on and after the 8th July 1868.  
JAS. LE GUYT DANIELL,  
Secretary.  
London, June 10, 1868.

**JOEAN MARINE INSURANCE COMPANY.**  
LONDON.  
Incorporated 1853.  
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company are prepared to accept Marine Risks and issue Policies at current rates.  
AUGUSTINE HEARD & Co.  
Hongkong, June 6, 1867.

**LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.**  
THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine Risks at current rates.  
AUGUSTINE HEARD & Co.  
Hongkong, March 6, 1868.

**ALBERT LIFE ASSURANCE COMPANY.**  
ESTABLISHED 1838.  
CAPITAL, £500,000.  
Managing Agents in China, — Messrs. AUGUSTINE HEARD & Co., Hongkong, Medical Referees, — J. IVOR MURRAY, Esq., M.D.

THE Undersigned having been appointed Managing Agents for the above Company are prepared to accept risks and issue Policies on Life Assurances.  
For further particulars, forms of proposals, &c., apply to  
AUGUSTINE HEARD & Co.  
Managing Agents in China.  
Hongkong, June, 1867.

**JAVA SEA AND FIRE INSURANCE COMPANY.**  
THE Undersigned having been appointed Agents at Hongkong and Canton, for the above Company are prepared to grant Policies against Sea Risks at current rates.  
ARNOLD KARBBERG & Co.  
Hongkong, July 27, 1868.

**LANCASHIRE INSURANCE COMPANY.**  
(FIRE AND LIFE.)  
CAPITAL, — TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.  
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information apply to  
ARNOLD KARBBERG & Co.  
Agents at Hongkong & Canton.  
Hongkong, January 4, 1867.

**LANCASHIRE INSURANCE COMPANY.**

**NOTICE.**  
FROM and after this date the following Rates will be charged on short period Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.  
Above 1 month and not exceeding 3 months, 1/3 " "  
Above 3 months and not exceeding 6 months, 1/4 " "  
Above 6 months, the full Annual Rate.

THE Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$80,000 on Buildings, or on Goods stored therein.  
GIBB, LIVINGSTON & Co.  
Hongkong, August 24, 1868.

**NOTICE.**

**IMPERIAL FIRE OFFICE.**  
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—  
Not exceeding 1 month, 1/2 of the annual rate  
Above 1 month and not exceeding 3 months, 1/3 " "  
Above 3 months and not exceeding 6 months, 1/4 " "  
Above 6 months, the full Annual Rate.  
JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong Fire Insurance Company,  
Hongkong, April 7, 1868.

**Insurances.**  
**IMPERIAL FIRE INSURANCE COMPANY.**  
REDUCTION IN THE RATES OF PREMIUM.  
UNTIL further notice the following Annual Rates will be charged for Fire Insurances, viz:—  
Detached and Semi-detached Dwelling Houses removed from the Town, and their Contents, 1/2 per cent.  
Other Dwelling Houses used strictly as such, and their Contents, 1/2 per cent.  
Godowns, Offices, Shops, &c., and their Contents, 1 per cent.  
GIBB, LIVINGSTON & Co.,  
Agents, Imperial Fire Insurance Company,  
Hongkong, March 6, 1865.

**BOMBAY INSURANCE COMPANY AND FORBES & CO.'S CONSTITUENTS INSURANCE COMPANY.**  
THE Undersigned having been appointed Agents for the above Companies are prepared to accept Risks on the usual terms.  
GIBB, LIVINGSTON & Co.,  
Hongkong, February 26, 1868.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
REDUCTION IN THE RATES OF PREMIUM.  
Detached and semi-detached Dwelling Houses removed from Town, and their Contents, 1/2 per cent.  
Other Dwelling Houses used strictly as such, and their Contents, 1/2 per cent.  
Godowns, Offices, Shops, &c., and their Contents, 1 per cent.  
GILMAN & Co.,  
Agents North British and Mercantile Insurance Company,  
Hongkong, March 9, 1866.

**NOTICE.**

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
FROM and after this date the following Rates will be charged in Short Period Insurances, viz:—  
Not exceeding one month, 1/2 of the annual rate.  
Above 1 month and not exceeding 3 months, 1/3 " "  
Above 3 months and not exceeding 6 months, 1/4 " "  
Above 6 months, the full Annual Rate.  
GILMAN & Co.,  
Agents North British and Mercantile Insurance Company,  
Hongkong, April 7, 1868.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
Incorporated by Royal Charter and Special Acts of Parliament.  
ESTABLISHED 1809.  
CAPITAL £2,000,000.  
ANNUAL REVENUE £497,263.

THE Undersigned Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.  
GILMAN & Co.  
Hongkong, June 21, 1864.

**THE LONDON ASSURANCE CORPORATION.**  
THE Undersigned having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurance on the usual Terms.  
HOLLIDAY, WISE & Co.,  
Hongkong, December 26, 1867.

**NOTICE.**  
**MANCHESTER FIRE ASSURANCE COMPANY.**  
THE following Rates will be charged in future for short period Insurances, viz:—

Not exceeding 1 month, 1/2 per cent.  
Above 1 month and not exceeding 3 months, 1/3 do.  
Above 3 months and not exceeding 6 months, 1/4 do.  
Above 6 months, the full annual rate.  
HOLLIDAY, WISE & Co.,  
Agents,  
Hongkong, April 8, 1868.

**MANCHESTER FIRE ASSURANCE COMPANY AND LONDON.**  
CAPITAL ONE MILLION STERLING.

THE DIRECTORS have the pleasure to announce the appointment of Messrs. Holliday, Wise & Co. as agents for the Company at Hongkong, Shanghai, Canton, Hankow, and Fuchow, who are prepared to grant Insurances at current rates and of whom all useful information may be obtained.  
By Order of the Board,  
JAN B. NORTHCOOT, Secretary.

**HONGKONG FIRE INSURANCE COMPANY.**  
**NOTICE.**  
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.  
Above 1 month and not exceeding 3 months, 1/3 " "  
Above 3 months and not exceeding 6 months, 1/4 " "  
Above 6 months, the full Annual Rate.  
JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong Fire Insurance Company,  
Hongkong, April 7, 1868.

**NOTICE.**

**GUARDIAN ASSURANCE COMPANY OF LONDON.**  
ESTABLISHED 1821.  
CAPITAL £2,000,000.

THE Undersigned having been appointed Agents of the above Company at Hongkong and Canton are prepared to grant Policies at current rates.  
OLYPHANT & Co.  
Hongkong, July 17, 1868.

**Insurances.**  
**LONDON ASSURANCE CORPORATION.**  
THE following Rates will in future be charged for Short Period Insurances, viz:—  
One month, 1/2 per cent.  
Three months, 1/3 " "  
Six months, 1/4 " "  
HOLLIDAY, WISE & Co.,  
Hongkong, April 7, 1868.

**ALLIANCE FIRE ASSURANCE COMPANY.**  
**NOTICE.**  
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—

Not exceeding one month, 1/2 of the Annual Rate.  
Above 1 month and not exceeding three months, 1/3 " "  
Above 3 months and not exceeding six months, 1/4 " "  
Above 6 months, the full Annual Rate.  
JARDINE, MATHESON & Co.,  
Agents, Alliance Fire Insurance Company,  
Hongkong, April 7, 1868.

**THE NORTH CHINA INSURANCE COMPANY.**  
(Established 1st January, 1863.)  
CAPITAL, Tls. 1,000,000, in 1,000 Shares, for Tls. 1,000 each.  
Paid up Capital, Tls. 300,000, or Tls. 300 per Share.  
Provisional Committee.  
W. J. BRYAN, Esq., Chairman.  
(Messrs. TURNER & Co.)  
F. H. BELL, Esq.  
(Messrs. W. R. ADAMSON & Co.)  
A. MICHIE, Esq.  
(Messrs. CHAPMAN, KING & Co.)  
E. H. LAYERS, Esq.  
(Messrs. GILMAN & Co.)  
F. TONKIN, Esq.  
(Messrs. GIBB, LIVINGSTON & Co.)  
Directors of the Company, 1866-68.

A General Meeting held on Tuesday, the 12th day of May, 1868, the following Resolutions were passed, relative to the continuance of the Company for a further period of three years from the 1st January, 1869; and Notice is hereby given that applications for Shares in the annexed Form, will be received at the Offices of the Company until 31st October, 1868.  
Applications for Shares from Persons not resident in Shanghai, must be accompanied by a Power of Attorney to their Agents to sign the Deed of Settlement on their behalf and generally to represent them in all matters connected with the Company.  
In accordance with the Resolution passed at the meeting of 18th November, 1867, a separate Office of the Company will be opened in London, on 1st January, 1869.  
By order of the Court of Directors,  
JOHN S. MACKINTOSH,  
Secretary.  
Shanghai, May 15, 1868.

**Form of Application for Shares.**  
No. \_\_\_\_\_  
To the Provisional Committee of the North China Insurance Company.  
GENTLEMEN,

I hereby request that you will allot to me Shares in the above Company, and agree to accept such Shares, or any less number, you may allot to me, and agree to pay the first call of Tls. 200 per Share, and all subsequent calls, and to subscribe to the Deed of Settlement when ever required to do so.  
Gentlemen,  
Your obedient Servant

**Resolutions referred to above.**  
Res. I.—That a Company to be called the "North China Insurance Company" shall be formed for a further period of three years, from 1st January, 1869 to 31st Dec., 1871.  
Res. II.—That the Directors for the time being of the present Company be appointed to act as a Provisional Committee to organize the new Company.  
Res. III.—That the meeting recommends that the Provisional Committee should adopt as the basis of the new Company that the capital should be 1,000,000 in 1,000 Shares of Tls. 1,000 each; paid up Capital, Tls. 300,000 or Tls. 300 per Share, and that the Committee be authorized to issue a prospectus inviting applications for Shares and to proceed with the allotment. 3100

**THE QUEEN INSURANCE COMPANY.**  
CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire, to the extent of £10,000, on Buildings or on Goods stored therein.  
MORAN, LAMBERT & Co.,  
Hongkong, May 20, 1868.

**NOTICE.**  
**THE QUEEN INSURANCE COMPANY.**  
THE following Rates will be charged in future for short period Insurances, viz:—

Not exceeding 1 month, 1/2 of the annual rate.  
Above 1 month and not exceeding 3 months, 1/3 do.  
Above 3 months and not exceeding 6 months, 1/4 do.  
Above 6 months, the full annual rate.  
MORAN, LAMBERT & Co.,  
Agents the Queen Insurance Company,  
Hongkong, June 17, 1864.

**MERCHANTS MUTUAL MARINE INSURANCE COMPANY, SAN FRANCISCO.**  
PAID UP CAPITAL, \$500,000.

THE Undersigned having been appointed Agents in Hongkong and Canton for the above Company, are prepared to grant Policies at current Rates.  
OLYPHANT & Co.  
Hongkong, August 9, 1867.

**NOTICE.**

**GUARDIAN ASSURANCE COMPANY OF LONDON.**  
ESTABLISHED 1821.  
CAPITAL £2,000,000.

THE Undersigned having been appointed Agents of the above Company at Hongkong and Canton are prepared to grant Policies at current rates.  
OLYPHANT & Co.  
Hongkong, July 17, 1868.

**Insurances.**  
**ROYAL INSURANCE COMPANY.**  
FIRE AND LIFE.  
CAPITAL, £2,000,000.  
(LIFE DEPARTMENT.)

£2 per cent per annum Bonus declared during the last Fifteen Years on all Profit participating Policies of Two years standing.  
The utmost liberality practised in the settlement of all Claims, with the representatives of deceased Assureds.  
An Assurance for any sum not exceeding £1000 may be effected with the Undersigned without referring to Head-Quarters.  
By special authority of the Board, Claims are settled at once by the Undersigned without reference to England.  
Fees to Medical Referees paid by the Company.  
No forfeiture of Policy from unintentional mis-statement.  
Premiums payable Half-yearly or Annually at the option of the Assured.

Annual Premiums for an Assurance of £100 for the whole term of Life, including £2 10s per cent. for Foreign Risk, which will be deducted during a visit to or a permanent resident in Europe.

AGE.	WITHOUT PARTICIPATION.	WITH PARTICIPATION.
15	23 10 8	24 5 6
20	4 3 8	4 9 4
25	4 8 2	4 14 2
30	4 13 11	4 19 9
35	5 0 0	5 6 2
40	5 8 0	5 14 1
45	5 17 11	6 4 6
50	6 11 7	6 18 3
55	7 11 1	8 0 4
60	8 16 0	9 8 7

N.B. Intermediate ages charged proportionally.  
For Forms, for effecting Life Assurances, and for any further information, apply to  
ROB. S. WALKER & Co., Agents.  
Hongkong, September 3, 1864.

**NOTICE.**

**ROYAL INSURANCE COMPANY.**  
THE following Rates will be charged in future for short period Insurances, viz:—  
Not exceeding One month, 1/2 per cent.  
Above One Month and not exceeding Three Months, 1/3 per cent.  
Above Three Months and not exceeding Six Months, 1/4 per cent.  
Above Six Months, the full Annual Rate of 1 per cent.  
ROB. S. WALKER & Co.,  
Agents Royal Insurance Company,  
Hongkong, April 7, 1868.

**REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.**

THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to reduce the rate of Premium under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and EFFECTS, therein contained.  
In cases of DWELLING-HOUSES removed from the Town, the rate of Premium will be Three-quarters per cent. in place of One per cent. per annum as hitherto charged; and in cases of Residences, as situated, being detached or semi-detached, the rate will be further reduced to One-half per cent.  
The Royal Annual Rates for FIRE INSURANCE on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz:—  
Detached and semi-detached Dwelling-Houses (removed from the Town) and their Contents, 1/2 per cent.  
Other Dwelling-Houses (situated in the Town) and their Contents, 1/2 per cent.  
First Class China Houses and their Contents, 1/2 per cent.  
Other Risks as per special arrangement.  
ROB. S. WALKER & Co.,  
Agents Royal Insurance Company,  
Hongkong, November 9, 1866.

**NOTICE.**

THE Undersigned having received extended limits from THE ROYAL INSURANCE COMPANY, are now authorized to issue Policies against FIRE as follows, viz:—  
On any one first-class Building, or on Goods stored therein in Hongkong, \$50,000; in Macao \$45,000.  
ROB. S. WALKER & Co.,  
Agents Royal Insur. Company of Liverpool.  
Hongkong, June 17, 1864.

**AMICABLE INSURANCE OFFICE.**  
THE Undersigned having been appointed Agents for the above INSURANCE OFFICE, are prepared to accept Marine Risks, and issue Policies on any first class Sailing Vessels or Steamers, on the usual terms, payable in case of loss, in CHINA, SINGAPORE, CALCUTTA, BOMBAY, or LONDON.  
ROB. S. WALKER & Co.,  
Hongkong, June 17, 1864.

**LIFE ASSURANCE.**

THE Undersigned have received Authority by a recent Mail to issue Life Policies for amounts not exceeding £1000 without reference to the Head Office, as was previously required by the Board.  
ROB. S. WALKER & Co.,  
Agents Royal Insurance Company,  
Hongkong, January 6, 1866.

**PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.**  
THE Undersigned, Agents for the above Company are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.  
RUSSELL & Co.  
Hongkong, February 9, 1867.

**BATAVIA SEA AND FIRE INSURANCE COMPANY.**

THE Undersigned having been appointed Agents in Hongkong for the above named Company are prepared to grant Policies against SEA RISKS, at current rates.  
RUSSELL & Co.  
Hongkong, April 1, 1865.

**Insurances.**  
**YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.**  
THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies against Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Shanghai, and Amoy.  
In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year, fifteen (15) per cent of the profits of the Company for that year divided pro rata to the amount of premium paid by each policy-holder.  
RUSSELL & Co.,  
Hongkong, March 2, 1867.

**PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.**  
THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY are prepared to grant Policies covering Marine Risks, at the current rates.  
RUSSELL & Co.,  
Hongkong, July 6, 1866.

**SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.**

THE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates.  
RAYNAL & Co.,  
Macao, August 4, 1866.

**DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.**

THE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering Marine Risks at the current Rates.  
RAYNAL & Co.,  
Macao, August 4, 1866.

**DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.**

THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against SEA Risks on the usual terms.  
RUSSELL & Co.,  
Hongkong, August 1866.

**NOTICE.**

THE request of the Undersigned, Messrs GIBB, LIVINGSTON & Co., have taken temporary charge of the following Insurance Companies:—  
Phoenix Assurance Company.  
Liverpool and London and Globe Insurance Company.  
London and Provincial Marine Insurance Company.  
Universal Marine Insurance Company Limited.  
SMITH, KENNEDY & Co.,  
Agents.  
Hongkong, July 2, 1867.

**NOTICE.**

**NORTHERN ASSURANCE COMPANY.**  
FROM and after this date the following Rates will be charged for Short Period Insurances, viz:—  
Not exceeding one month, 1/2 of the Annual Rate.  
Above one month and not exceeding 3 months, 1/3 " "  
Above 3 months and not exceeding 6 months, 1/4 " "  
Above 6 months, the full Annual Rate.  
TURNER & Co.,  
Agents.  
Hongkong, April 13, 1868.

**Docks.**

**FOOCHOW GRANITE FLOORED DOCK.**  
THE above Dock has been in full working order for the last four years. Length 300 feet, width at bottom 40 feet, depth of water on the sill, springs, average 17 feet, neaps 14 feet. The Dock in ordinary Tides runs dry to the Blocks and is pumped out by Steam.

For further particulars as to the price of coining, &c., &c., apply to  
T. D. VILLIAMS, Esq., Messrs De Silve & Co., Hongkong; Messrs Bohn & Co., Shanghai; or to the Undersigned.  
In connection with the above is the powerful Twin Screw Tug "WOOSUNG." Vessels requiring the services of this Tug either from Matsuo (where a splendid anchorage will be found during the S. W. monsoon) or from the White Dega, can obtain them at moderate rates, on application to  
JOHN V. SKEY,  
Manager.  
Pagoda Anchorage, River Min.

**THE UNION DOCK COMPANY OF HONGKONG & WHAMPOA, LIMITED.**

THE Company respectfully beg to call the attention of Ship Owners, Consignees and Masters of Vessels to their establishments at Whampoa and Hongkong, which offer every facility for the docking and repairs of Vessels of all classes.  
Their Docks at Whampoa are in good working order and are pumped out by Steam, and the workshops comprise the different departments of Shipwright, Blacksmith, Boilermaker, and Machine works. Materials supplied of the best kind and on the most reasonable terms. A jetty with a pair of powerful lifting shears, alongside of which masts and boilers can be taken out of Vessels.  
Their Hongkong establishment comprises also the different departments of Shipwright, Blacksmith, Boilermaker and Machine works and possesses a pair of lifting shears.  
Their Granite Dock at Kowloon most advantageously situated, solidly built, and of full dimensions to admit the docking of any Vessel coming to this harbour, will be completed in a very short time.  
The Steam Tug "LITTLE ORPHAN" is always in readiness to tow Vessels to Dock, free of charge, and to sea, or new berth, at reduced rates.  
All works carried on under the superintendence of experienced European foremen. For particulars, apply at the office of the Company, Queen's Road.

**JOHN INGLIS, Acting Secretary.**  
N.B.—Consignees or Masters of Vessels having cause to complain of the works done at the Docks or at Hongkong, will please address their complaints to the Office of the Company, which will receive the immediate attention of the Directors.

**NOTICE.**

**THE STEAM TUG "LITTLE ORPHAN,"** 130 H. P. Nominal, will commence to ply on the River Min and adjacent waters early in the spring, and will then be available to berth ships at the anchorage, and to tow, and from, sea at usual rates.  
For further information, apply to Messrs E. H. How & Co., Foochow, or to the Undersigned.  
DOUGLAS LAPRAIK & Co.,  
Agents,  
Hongkong, February 10, 1868.

**Docks.**  
**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**  
CAPITAL—\$750,000.  
IN 1,500 SHARES, OF \$500 EACH.

THE COMPANY'S DOCKS at ABERDEEN and WHAMPOA are in full working order, and the attention of Ship Owners is respectfully solicited to the advantages which these Establishments offer for the Docking and Repair of Vessels.  
The following description of the Premises is submitted for the information of the Public.

**ABERDEEN DOCK, DOCK No. 1.**  
Built of GRANITE.  
Length, 330 feet.  
Breadth, 80 " "  
Depth of Water at Spring Tides, 14 " "  
do. Neap Tides, 16 " "

**NEW DOCK, No. 2.**  
Built of GRANITE.  
Length, 400 feet.  
Breadth, 90 " "  
Depth of Water at Spring Tides, 24 " "  
do. Neap Tides, 24 " "

This Dock is now under course of construction.

**WHAMPOA DOCKS, DOCK A.**  
Built of GRANITE.  
Length, 550 feet.  
Breadth, 80 " "  
Depth of Water at Spring Tides, 14 " "  
do. Neap Tides, 14 " "

This can be used either as one or two Docks.

**DOCK B.**  
Built of GRANITE.  
Length, 340 feet.  
Breadth, 60 " "  
Depth of Water at Spring Tides, 18 " "  
do. Neap Tides, 18 " "

The above are the largest Docks in China and they are fitted with every appliance in the way of Caissons, powerful Steam Pumps, &c., to ensure safety and despatch in work.

**DOCK C.**  
Built of Wood.  
Length, 260 feet.  
Depth of Water at Spring Tides, 14 " "  
do. Neap Tides, 11 " "

Fitted with Caissons and Steam Pumps.

**DOCK D.**  
Length, 184 feet.  
Depth of Water at Spring Tides, 12 " "  
do. Neap Tides, 8 " "

**DOCK E.**  
Length, 120 feet.  
Depth of Water at Spring Tides, 11 " "  
do. Neap Tides, 8 " "

D. and E. are Mud Docks available for small vessels, at very low rates.

**WORKSHOPS.**  
The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shop are supplied with Lathes, Planes, Saws, Gearing, Cutting, Punching Machine, &c., &c., capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the Supervision of experienced Europeans.  
Powerful Lifting Shears stand on a Jetty alongside where vessels can be lifted 12 feet water and take in or out boilers, masts, &c.

**BOILERMAKERS' DEPARTMENT.**  
The Company in addition to executing Repairs are prepared to tender for supplying new Boilers to Steamships for constructing which they have great facilities.

**FOUNDRY.**  
Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

**STORES.**  
The Company's Store will (when required) supply at moderate rates all the necessaries for Shipwork, such as Paint, Copper, Canvas, &c., &c.

**STEAM TUG.**  
The Company's powerful Steam Tug "FAME" (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to Sea at reduced Rates.  
For further particulars, apply at the Office of the Company, at Agular Street, Hongkong.

**JOHN S. LAPRAIK, Secretary.**

N.B.—The Consignees or Masters of any Vessel seeing reason to complain of the work



**For Sale**

Agents,  
February 10, 1868,

a Money Order should be repaid to the Remitter, or that a Lapsed Order should

Apply at  
Hollywood Road, Corner of Aberdeen St.

Good Family Drink of every Description.  
Hongkong, April 11, 1888.

Hydroug, March 20, 1868. 20mar-6

Hongkong, June 14, 1867.

MULLER & CLAUSSEN.  
Hongkong, January 13, 1868.

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## QUERIES JAPAN.

ready.  
The  
of observing  
of Chinese  
of Distinction,  
in China,  
the Chinese  
Genius; Geological  
of China and Japan;  
of "Haiti" on the  
the White Ants;  
of the origin of the  
of the Characters

## ON SUNDAYS KONG.

—Morning, 11  
shop. Afternoon,  
shop and Colonial

Minister, Rev. D. B.  
vice, 11 A.M.; Even-  
ing Chapel, (Ser-  
mon) 10 o'clock.  
Rev. Lo Sam Yuen,  
The same.

—Evening, 7 P.M.  
T. Rainmond, P.P.  
at 6.30, 1st Mass;  
vice in English, by  
old; 7, 2nd Mass;  
vice in Portuguese;  
the afternoon, at 1,  
the Rev. S. Chu; at  
6, 3, Benedic-

ing Chapel, (Ser-  
mon) at 7, Mass with  
the Rev. F. Yaw,  
the Rev. F. Yaw,  
Vigano, Services at

House.—Service in  
by Pastor E. Kitzke,  
half past 8 A.M., in  
in Founding House.

Evening Service, at  
shop and Colonial

—Evening, 7 P.M.  
at 6.30, 1st Mass;  
vice in English, by  
old; 7, 2nd Mass;  
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in a recent issue of the *Review Oriental*, again appears before readers of the "Journal" with a paper on the Solar and Lunar Eclipses recorded in Chinese works, the first of which has a hypothetical date of 2127 B. C., from which to 776 B. C., the earliest reliable date, there is a complete blank. Those who have a taste for Astronomy will find some interesting notes appended to these tables, which, as the learned compiler observes, are "of obvious utility to the historian and probably not without their value to the men of science." Mons. Simon's "Carte Agricole de l'Empire Chinois," merits the eulogy which has been bestowed upon it by our northern contemporaries; opportunity alone forbids us from quoting some of his remarks, which, though in many points susceptible of adverse argument, have undoubtedly opened up a most interesting field of study. We hope to repair this omission on some future occasion. Mr. Watter's Monogram on "Pigeons and Doves" will repay perusal, despite the not very popular character of the paper. Other articles of special interest to particular readers will be found in the volume which concludes with a most ably and temperately written "Retrospect of Events for 1867." It is something better than a mere compilation of facts and as issued under the authority of the Society is the most valuable record which has yet appeared, expressing as it does the views entertained by the majority of its members on matters of current political and commercial importance.

It is with some surprise that we note that no inquest has been held upon the body of the Chinaman who died from the severe injuries he received at the late fire. With regard to the victims whose remains were found beneath the ruins, the Acting Attorney General, we believe, advised that there was no necessity for holding an inquest, as the bodies were not recognizable. Even in this case, assuming any particular body to be "unknown," it would seem advisable that some enquiry should have been made as to how the unknown party came by his or her death, and we must confess to considerable surprise at the Acting Attorney General's decision—the more so, as if we are rightly informed, the Coroner himself was ready to proceed if authority were granted—special authorization being necessary in cases when the remains are past any hope of identification. But, however this may be, it was certainly the duty of the authorities to order an inquest upon the body of the man who perished from the effects of a yet unexplained catastrophe. There is nothing of which English law is more jealous than this matter of inquest, and it would seem that there has been a laxity somewhere, though certainly not on the part of the Coroner. We are also curious to know how it is that no official enquiry has as yet been made into the causes of the fire. There is little to be learned is no reason why that little should not be brought forward.

DIFFICULTIES frequently arise in every report town with regard to the treatment and disposal of discharged or destitute seamen; and these difficulties assume a very complicated form in places such as the port of Hongkong, where a collection of sailors as in any port in the world. This feature of administration, as applied to the Consuls of the various European powers represented in Hongkong, has more than once come to our notice, sometimes in a somewhat unfavourable light; and the instances brought to our knowledge, where foreign Consuls appear to shrink the duty of relieving distressed mariners of their own nationality, have been more numerous than desirable. A case has only recently occurred, in which a Swedish seaman was referred to his Consul for guidance and relief, and though, as alleged, fully armed with proof of his nationality, was refused a hearing by the Swedish Consul here. It has been said that the gentleman holding the appointment above named went so far as to hint that the sailor by appearing on the street as a destitute would thereby come within the jurisdiction of the Colonial Police and be in this way taken care of, while his Consul would thus be relieved of the necessity (in unpleasant one, doubtless) of doing so. Now, we do not mean to assert that any foreign Consul would be guilty of any deliberate attempt to shun any of his duties upon the shoulders of the Colonial authorities, far less the genial gentleman now filling the post of Consul for Denmark, Norway and Sweden. The privileges enjoyed under the protection of the British flag, though not probably so unlimited as in other Colonies, would be sufficient to forbid even the idea of such a course. But it is just possible that some act on the part of the Swedish or other Consul might result in that shift of responsibility; and the fact of attention being drawn to the matter may therefore be most reasonable as well as timely. Mistakes as to nationality, we admit, do often occur, more especially in the attempt to distinguish between the subjects of the various Scandinavian nations, and possibly this mistake may have arisen in the case above mentioned; but independent of those probabilities, a strong feeling exists of passing round a distressed seaman from Consul to Consul, in the hope apparently that he may ultimately find a resting-place at the office of the Colonial Harbor Master.

Touching the duties of a Consul regarding the treatment of distressed seamen, it may not be out of place to refer

to an authority. Mr. Chitty, in his "Commercial Law," speaking of the duties of a British Consul, says:—

"It is a duty also of a British Consul to relieve all distressed British mariners, to allow them daily for their support, to send them home in the first British vessel that sail for England, and to keep a regular account of his disbursements, which he is to transmit yearly, or oftener if required, to the Navy Office, attested by two British merchants of the place; this is provided for by positive enactment, 1 Geo. III., c. 2, s. 12. He is also to give free passes to all poor British subjects wishing to return home, directed to the captain of the Queen's packet boats, or ships of war, requiring them to take them on board."

—If this statement of the "duty" applies to distressed Consuls with the same force as it does to those of H. M.'s Government, then the case is clear enough. If it does not apply, then some enlightenment is greatly needed in some quarters on the subject of international law, so as to prevent the disagreeable contretemps so frequent between foreign Consuls and the Colonial authorities.

## LOCAL.

We are always unwilling to give currency to reports of casualties to vessels unless well authenticated. There appears however to be considerable anxiety felt respecting H. M. G. B. *Starling*, which left this on the 4th inst. We have no reliable information as to what has become of her, and are disposed to imagine that like others of her build, she is simply "doing lay-stroke," and that any anxiety is premature. The *Starling* it will be recollected, took 10 weeks to get from Hongkong to Singapore.

THE members of the Regimental Dramatic Club of the 73rd performed last evening in the Garrison Theatre. The pieces selected were Tom Taylor's drama of "Henry Dunbar," and the farce of "Diamond Cut Diamond." The audience was composed chiefly of men "in the service," not more than a dozen of the outside world being present. We do not know to what extent the dramatic entertainments so often given by the 73rd are intended for the general public, but we do know that the latter often miss the amusement by their absence from the Garrison Theatre when our sons of Mars temporarily devote themselves to Thalia, and "about a fretful hour" in seek and basking on the stage. No one would think of applying to their efforts a standard of judgment which is necessarily challenged by the professional actor, and is often invoked by ambitious and (it may be) vain-glorious amateurs; but it is perfectly possible to discover in the humble aims to which we are referring, a very high order of dramatic merit, which, now hampered by technical difficulties only to be appreciated by those who have been behind the scenes, would under ordinary favourable circumstances, stand high in the list of "marks" in a competitive examination, even with professionals. The ease and aptitude of the representative of Stephen Valtance (Mr. E. Lee) fully justifies this remark. He has evidently solved the problem "what to do with your hands," he did not rely much on the prompter's aid, and he appreciated the spirit of the character he had to portray. *King Prince* must be accorded to *Margaret Whitel* ("Miss" Ellen Harper). There were earnestness and pathos in the acting of this part that elicited much well deserved applause. There is a talent for mimicry, too, about Miss H., that has not yet, we think, been brought out. *Henry Dunbar* (Mr. W. Spencer) was most powerful in his representation of the character of the (Mr. F. Bowman) made a very creditable cashier; he is in the nature of cashier to be cool, we suppose, and therefore the class are united to much demonstrativeness, even in the love passages of their lives; but *Arthur Lovell* (Mr. G. Turner), whose affection for *Laura Dunbar* was as genuine as an ox's, it was highly proper, no doubt, that it was so honestly and especially as the lady was well got up. Mr. Maloney played the detective creditably, and there was a good deal of quiet humour—indicative of more to come, if the proprietor would only turn on the tap—in Mr. Novell's *Jerrams*. Mr. *Baldy* (Mr. R. Trydell) had not much to do, nor had *Tim* (Mr. Harding); but *Mary Madge* (Miss Bedford) had a long part, and she did it well. She acquitted herself with much spirit. The drama abounds in startling situations, and at its repetition this evening (doors open at half-past 8, performance to commence at 9), it will no doubt be rendered with even more effect than last night. But if no better, it will be worth attending, and it is no insignificant feature of the programme that the band of the regiment play at intervals during the performance.

## TO-DAY'S POLICE.

Mr. May was sitting Magistrate. Mr. James A. Brooks, who on Saturday last inflicted a shot wound upon Mr. Jarman, assistant superintendent of the Police, presented himself in Court this morning, and appeared considerably altered by his week's confinement in Hospital. In reply to his Worship, who kindly inquired as to the gentleman's condition, Mr. Brooks said that he was much better, but must have been suffering from a severe internal fever at the time he fired at Mr. Jarman. During the day on which he made the mistake by which Mr. Jarman was wounded, a party of men (amongst whom were a Mr. Wheeler, a Mr. Tidd and others) came into his house and attempted to obtain possession of his person; so that, when Mr. Jarman came, he found it was the same party and felt bound to protect and defend himself. Mr. May kindly suggested to Mr. Brooks that he should stay with Mr. Douglas in the Gaol until the real intentions of the said gentlemen should become better known; and Mr. Brooks immediately consented to do so. After Mr. Brooks had left the Court, Mr. O'Leary, acting superintendent of police, was sworn, and stated that he was of the opinion that Mr. Brooks was not in a sane state of mind; he had spoken to Mr. F. B. and was therefore of that opinion. Under the circumstances, he (Mr. O'Leary) thought it wise to both for the public and the prisoner; that the latter should be allowed to go abroad in his present state. He therefore asked his Worship to remand the case for a week in order that Dr. Murray (who had not yet been Mr. Brooks) might examine the patient.—It was therefore agreed to remand Mr. Brooks till Saturday next, and he is now in the Gaol Hospital.

Two men and two women were charged

with the abduction of a little girl, who it was said had been taken to Tungking. The Registrar General (Mr. Lister) stated that the prisoners he believed were endeavoring to recover the girl, and it would be therefore best to remand the case; which was accordingly done till the 5th proximo. Tow Kiat Yin, the rent collector charged with having abducted certain inmates belonging to Long Asteel, trader, was brought up on remand. Mr. Hazledine appeared to prosecute, while Mr. Francis (from Mr. Gaskell's office) appeared on the prisoner's behalf. The witnesses failed to appear, and warrants were issued for their arrest. Leung Asteel, complainant, was placed in the witness-box, and deposed to the facts that defendant was his servant, and that he had not received certain rents due to him. As the witnesses, however, (the female who paid the rent to defendant) were not present, the case could not proceed beyond a preliminary stage.

## THE COMMERCIAL CODE OF SIGNALS.

The Minister of Marine of France, Admiral Rigault de Genouilly, has addressed the following Circular to all the Maritime Chambers of Commerce in that country:—

PARIS, June 13, 1868.  
GENTLEMEN,—I have the honour to communicate to you an extract from a letter addressed by the Chief Watchman at the Electro-telegraphic Station of St. Gildas relative to the wreck of the *Queen of the South*.  
"St. Gildas, April 25.—Yesterday, at 4 o'clock in the afternoon, the ship anchored in the north-west of the Port at a distance of about 100 metres. She was without a star, and did not appear in distress. We used to hear, by means of the Commence of Code of Signals, the signal of the two signals L V, 'change your anchorage—your anchorage is not safe.' It was then 25 minutes past 5. The stranger then hoisted the English colours, and a signal, composed of four flags, which we could not understand. The signals were made by the *Queen of the South* with flags not belonging to the Commercial Code, but we immediately signalled the vessel to St. Nazaire. In spite of the gale, she did not appear in danger; she did not demand a Pilot, did not put her flag on edge, did not make any signal of distress. We watched her until night, and up to 10 o'clock she kept her lights. The next morning, at half-past 6, she was completely submerged. I think she drifted about 11 o'clock, and broke in her bottom, by striking on a rock which is in the north-west, at four metres from the Semaphore."  
It results from this report that the watchman of St. Gildas signalled to a vessel anchored on the coast that her anchorage was not safe, and that the vessel, which had no Pilot, was evidently lost because she did not understand the signal which was sent to her.

This painful event demonstrates, once more, to the Merchant Navy, the interest it has in adopting the Commercial Code of Signals—the only mode of communication which the Emperor's Government, in accord with the other Maritime Powers of Europe, has established between the Semaphores and vessels of all nations.

I beg of you, in consequence, gentlemen, to call upon the attention of Shipowners to this subject, and to make them understand that no Captain can, without incurring grave responsibility, put to sea without the Commercial Code of Signals.

Accept, &c.

## THE HONGKONG CHAMBER OF COMMERCE TO MR. HART.

The following letter, addressed by the Hongkong Chamber to Mr. Hart, in reply to his circular of the 20th of July, has been placed at our disposal:—

HONGKONG GENERAL CHAMBER OF COMMERCE.

Hongkong, 28th Aug., 1868.

SIR,—I have the honour to acknowledge receipt of your despatch No. 86, dated 20th July, which has been perused with much pleasure by the Committee, and beg to convey to you the thanks of the Chamber for the invitation given to the Mercantile Community of this port to communicate with you and make known to you the proceedings and rules of the department of which you are the head.

This Chamber entirely agrees with you in the opinion that it is as beneficial to the Mercantile Communities of China as to the Customs department that a mutual good understanding should exist; also, that proper method in the collection of duties and in the administration of revenue matters, is just as necessary to the transaction of the Merchant's business as to the proper performance of their duties by Customs Officials, and it will gladly avail itself of the invitation now given to address you when an occasion arises. Should you, on the other hand, address the Chamber on the subject of new regulations, the modification of existing ones, improvement of harbours, approaches, lights, and of the coast defences, or any other points on which you may desire to have its opinion, you may rest assured that the same will be readily given; also any suggestions which may occur to the Chamber regarding the matters which may be submitted to it; and it is entirely conscious with you in the opinion that a preliminary ventilation of any intended changes will be beneficial to all who are to be affected by them.

This Chamber freely admits that, in the present condition of China, a Foreign Inspector of Customs confers a benefit on the trading Communities at the ports generally, by insuring thoroughly impartial treatment to all engaged in trade. It admits also that a desire has been evinced on the part of yourself, and the Commissioners acting under you, to frame the rules, under which the Customs' revenue is collected, so as to cause as little annoyance as possible, at same time with a due regard to protection of the revenue. Still, it has on various occasions taken exception to some of these rules, as having an injurious effect on trade. It has done so more particularly with reference to fines and confiscations. The rules regarding these have been somewhat amended of late, but are still in the opinion of this Chamber, unimprovable, of further modification; it therefore views with great pleasure, and derives great hope for the future, from your assurance that you have ever objected to unnecessarily heavy fines or confiscations. At same time it is fully aware of the difficulties you are under in this respect, and is fully prepared to understand how tedious the process is, and how fully it must occupy your time. I conclude by expressing the satis-

faction of this Chamber with the contents of your despatch generally, and the friendly tone which pervades it.

And am, sir, your obedient servant,  
P. RYRIE,  
Inspector-General of Imperial Customs,  
Peking.

## MAGDALA DESCRIBED.

(*From Mail Gazette*).  
Amba Magdala, distant about 455 miles from Moscow, and about 180 from Gondar, arises in the province of Worahaima, not on the border of the Wollo Galla country. The approach is difficult on account of the steep ascent and narrow precipitous ravines that separate it from the rivers Becho and Yemba, and from the high plateaus of Wollo. It stands almost isolated—amongst gigantic surrounding masses, and viewed from the western side possesses the appearance of a crescent.

The Magdala plateau is oblong and somewhat irregular, about a mile and a half in length, and on the average about a mile broad. It was one of the strongest fortresses in Abyssinia, and by its position between the rich and fertile plateau of Dalanta, Delanta, and Worahaima, easily provisioned. Magdala is more than 9,000 feet above the level of the sea; and has a splendid climate. In the evenings, almost all the year round, a fire is welcome; and though a month or two before the rains the temperature rises somewhat, in the huts we never found it too hot to be uncomfortable. The amba was not only used by Theodore as a fortress, but also as a goal, a magazine, a granary, and as a place of protection for his wives and family. Theodore's houses had nothing regal about them. They were built on the same pattern as the ordinary huts of the country, but only on a larger scale. He himself, I believe, never, or at least very rarely, lived in them; he preferred to live in his huts, or on some neighbouring heights, to the larger and more commodious abode on the amba. To his dislike to houses in general, I believe was added a particular objection to shutting himself up in the amba. The majority of these houses were occupied by Theodore's wives and concubines, the eunuchs, and the female slaves. The granary and the houses were in the same enclosure, but separated from the ladies' department by a strong fence; the granary consisted of half a dozen huge huts, protected from the rain by a double roof. They contained barley, tef, beans, peas, and a little wheat. All the grain was kept in leather bags piled up until they reached almost to the roof. It is said that at the time of the capture of Magdala by our troops there was grain in sufficient quantity stored in these granaries to last the garrison and other inhabitants of the amba for at least six months. The dwellings of the chiefs and soldiers were built on the model of the Amharas houses—circular, with a pointed thatched roof. Since about a year before his death Theodore had been gradually accumulating at Magdala the few remnants of his former wealth. Some huts contained muskets, pistols, and other arms; others carpets, shawls, silks, some powder, lead, shot, caps; and the strongest little money he still possessed, the gold he had seized at Gondar, and the property of his workmen sent over to Magdala for safe custody. All the store huts were during the rainy season covered with black woaden shields, called *mal*, worn in the country. Once or twice a week the chiefs would meet in consultation in a small house erected for that purpose in the magazine enclosure to discuss public affairs, but above all, to assure themselves by personal inspection that the "treasures" entrusted to their care were in perfect order and in safe keeping.

[Here follows the description of the common goal, given on page 6.]  
Such was the daily life of those whose fault was to have given ear to the false words of Theodore, an error that weighed heavier upon them than a crime. But when the King, on his way, stopped a few days at Magdala, what anxiety, what anguish, reigned in that sequestered place! No day was so hours spent with the family of the friend, no food hardly; the prisoners must remain in the night houses, as the Emperor at any moment might send for some one of them to set him at liberty, or more likely, to put an end to his miserable existence. Let us take, for example, his visit to Magdala in the first days of July, 1865, on his return from his unsuccessful campaign in Shoa. The Emperor, who did not pursue misfortunes, the better guidance of men, and induce them to perform acts of the mere thought of which in better days they would have blushed. Such was the case with Beru Goshio, formerly the independent ruler of Goshio. Since years he had lingered in chains. In the hope of improving his position, he had the baseness to report to his Majesty that when a favour was granted him, he had been killed in Shoa, a great many of the prisoners had been rejected. Theodore, on receiving this message, gave orders for all the political prisoners who were only chained by the leg to have hand chains put on—excepting only from this order his informant Beru Goshio. However, some days later, this chief having sent a servant to Theodore to ask for a reward to be allowed to have his wife near him, the Emperor, who did not approve of treachery in others, pretended to be annoyed at his request, and gave orders that he should also be put in hand chains. But this was trifling compared with the massacre of the Gallas, which happened during that same visit of Theodore. After substituting the Galla country he returned to his country, and the Emperor, who did not like to see his son, the heir to the throne, and many chiefs, believing in the high character of Theodore, willingly accompanied him. The Gallas princes had first been kindly treated, even made governors of the mountain; but soon on some pretext or other he was disgraced; first made a prisoner at large, and then sent to the common goal, to endure chains and misery for years.

Menelik, the grandson of Schala Selassie, had been since his youth brought up in the Emperor's household, and was with an independent command, and in order to strengthen his adherence to his cause, Theodore gave him his daughter in marriage. Under these circumstances, I can easily fancy the rage, the passion of Theodore when one morning he was informed that Menelik had deserted with his followers, and was already on his way to claim the dominion of his father. The Emperor with a telescope saw on the distant Wollo plain Menelik received with honour by the Galla Queen Workite. Blind with rage, he had no thought but revenge. He

did not venture to pursue Menelik and encounter the two allies; at last he had easy victims—the Galla prince and his chiefs. Theodore mounted his horse, called his body guard, and sent for those men who had already lingered long in captivity through trusting to his word, and then followed a scene so horrible that I dare not write the details. All were killed—some thirty-two, I believe, and their still breathing bodies hurled over the precipice. It is probable that, shortly afterwards Theodore regretted having allowed himself to be guided by passion. With Menelik he had lost Shoa; by the murder of the Galla prince he had made those tribes his deadly foes. He sent word to the Bishop, "Why, if I was acting wrongly, did you not come out with the 'Fita Nugust' (Abyssinian code of law) in your hands and tell me I was wrong?" The Bishop's reply was simple and to the point:—"Because I saw blood written in your face." However, Theodore soon consoled himself. The rains were late, and water scarce on the amba; the next day it rained. Theodore, full of smiles, addressed his soldiers, saying, "See the rain! God is pleased with me because I have killed the infidels."

Such is Magdala, the sun-burnt barren rock, the arid lonely spot where we had to undergo nearly two years of captivity in chains.

## PRACTICAL OPERATION OF THE MERCHANT SHIPPING ACT, 1867.


(*McNeill's Maritime Register, July 11th*).

A trial has occurred in the County Court, Liverpool, which, being the first of its kind since the Merchant Shipping Amendment Act, 1867, came into operation, is deserving of attention. Four Seamen of the *Pioneer* sued the Master for breach of contract, which was held to consist in the ship being provided with a suitable place to sleep in, as set forth in the Articles of Agreement, and as enacted in the Statute referred to. The men complained that this stipulation was not complied with. The Crew, besides the Officers and Carpenter, consisted of seven Seamen, one Boy, and six Firemen. On the passage out to Galveston the Seamen were berthed on deck, under the topgallant forecastle, in which there were fourteen bunks. On the return voyage this berthing place was in request for the storage of cotton, and the Seamen were, therefore, ordered to betake themselves to the after-cabin, usually set apart for the Stokers. They remonstrated against this change, alleging that it was a small hold so many, that it was badly ventilated, and "not fit to put a dog in." It was also said that it did not contain the number of feet allowed per man, under the Act of Parliament. Davis, one of the Seamen, declared that he had measured this after cabin, and found it to be 22 feet in length, 6 feet 10 inches in breadth, and 6 feet 4 inches in height. Mr. Martley, the Board of Trade Surveyor, who was called to inspect the ship, gave the measurement as 23 by 7 and 7 feet 3. This shows a difference of one foot in length, two inches in breadth, and eleven inches in height. The measurements could not have been taken on the same lines, or if they were, the former must have omitted beams and projections, and the latter have included all. The effect of the two modes is to make one yield a product of 1,540 cubic feet, and the other 1,376, being a difference of 635 cubic feet. As regards, however, the amount of space, either was sufficient by law for more than three men ever likely to be berthed there, but it was deficient of floor. The Act says that every Seaman or Apprentice shall have a space of not less than 72 cubic feet, and the measurement for each shall be 12 superficial feet. Seven Seamen, one Boy, and six Firemen, therefore, made fourteen persons. The superficial area of the cabin, it will be seen, was 181 feet, which only gave room on the floor for thirteen. The Court, therefore, decided that the contract had been broken; and as the men restricted their claim for compensation to 20 shillings each, this sum was awarded. The report being silent as to evidence for the defence on the construction of the cabin, we may assume that the judgment was governed by the superficial capacity alone of the deck, which was a sufficient breach in itself, without recording other testimony. The Act of 1867, declares that every place set apart for the accommodation of the men shall be occupied it shall be securely constructed, properly lighted and ventilated, protected from weather and sea, and, as far as practicable, shut off and protected from effluvia from cargo or bilge-water. Upon complaint by any two of the Crew, a Board of Trade Surveyor is to inspect the place, and, if he finds that any of the provisions of the Act have not been complied with, he is to report the same to the Collector of Customs, and this Officer is to send the Crew's cabin to the registered tonnage of the ship, until such time as a second return is lodged with him certifying that the law has been complied with. There is a penalty, also, of 20s. on any owner who fails to provide a place of sufficient size, construction, ventilation, and lighting, as before described. The *Pioneer* had two cabins, the forward, berthing fourteen bunks, and the after one thirteen. With reference to the former, it was said that havers, running lines, tarred rope, old canvas, blocks, old bones, and junk were kept there. The Act says that every such place shall be kept free from stores, or goods, not being the personal property of the crew;





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[C. A. SAINY, (late A. Shortt & Co.) having purchased the remaining copies of the undermentioned work, has reduced the price at which it was originally published, from 88 to 85.]

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\* The foregoing work contains the following Maps and Plans, several hitherto unpublished:—Hongkong (Island of), Hongkong (City of Victoria), Canton, Macao, Swatow, Amoy, Foochow, Formosa (Island of), Taiwan and Tamsui, Takao, Fort Zelandia, Ningpo, Yang-tse-kiang, Shanghai (general map), British settlement Shanghai, Kukuang, Tientsin to Tung Chow, Tung Chow to Peking; Peking, Takao-forts (Chinese), Japanese Islands, Nagasaki, Nagasaki (harbour and neighbourhood), Yokohama, Yokohama and Kanagawa, Yedo bay, Hakodadi, an engraving of the Coins of Japan, and a chart showing the Ocean steam route of the world.

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皮鉛水中六所用之於價之試包新  
錢沙濕間响銅後使平彈驗發到  
及包新放鎗六小用用也最賣西  
鎗內所之彈响筒包在利項得  
內所用之小鎗彈子並固鎗便彈快  
等物俱全並有鎗防裝第一已內  
用及皆妙英之  
物水用於國兵部彈

## VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS—FOOCHOW	Albia	N.G. bk.	Wm. Pustan & Co	
Do.	N. B. Palmer	Am. sh.	Smith, Archer & Co	
TIENTSIN	Friedrich	N.G. bk.	H. Hubner & Co	
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OTHER PORTS—LONDON	Neville	Br. sh.	Deacon & Co	
Do.	Lancaster	Br. bk.	Douglas Laiprak & Co	
NEW YORK	N. Hastings	Am. bk.	Olyphant & Co	
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SAN FRANCISCO	Windward	Am. sh.	Olyphant & Co	
Do.	Mary Goodell	Am. sh.	A. Heard & Co	
MELBOURNE	Union	Br. bk.	Rozario & Co	
BOMBAY	Dacca	Br. str.	D. Sassoon Sons & Co	
BANGKOK	Norma	N.G. bk.	Siemssen & Co	
IOLOLO	Pero	N.G. bk.	Wm. Pustan & Co	
BUENOS AYRES	Mary	Br. bk.	Carlowitz & Co	
Do.	Poru	Br. bk.	Carlowitz & Co	
HAVANA	Maria Morton	Br. bk.	Reynolds Bros. & Co	

\* At Whampoa.

† At Canton.

## MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Comd.	Tons.	Captain.
Cockchafer	British	gun-boat	—	230	Kerr.
Flamer	British	daval hospital	—	—	Attached to Melville
Melville	British	naval hospital	—	—	R. Bernard, D.M.I. & Co.
Pearl	British	sc. corvette	21	1400	John Fran Ross, Captain
Princess Charlotte	British	receiving ship	14	—	Commodore Oliver Jones
Undulla	U. States	gun-boat	5	180	Chief of Lt. Commander

## CHINESE MEN-OF-WAR IN CANTON WATERS.

Chinese Name.	Chinese Flag.	Rig.	Comd.	Tons.	Captain.
Ching-tung*	Chinese	gun-boat	4	—	Usanad
Chun-choi*	Chinese	gun-boat	—	—	Marcy
Fai-long	Chinese	gun-boat	5	—	Edwards
Spy	Chinese	Customs' Lorela	—	—	—
Sui-tung	Chinese	gun-boat	5	180	Stewart
Tien-po	Chinese	gun-boat	6	—	Longeville

\* Repairing

## HONGKONG, MACAO AND CANTON

## RIVER STEAMERS.

Vessel.	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British	117	Stephenson	P. & O. S. N. Co
Faire (110 h.power)	Do.	380	Cary	H. & W. Duck Company's Tug
Fire Dart	Do.	465	Bennings	H. C. and M. Steam-boat Co. pany
Kin Shan	Do.	617	—	H. C. & M. Steam-boat Co.
Kiu Kiang*	Do.	69	—	Achoong
Lintin	Do.	46	—	Union Dock Company's Tug.
Little Orphan	Do.	379	Theband	H. C. and M. Steam-boat Co. pany
Poyang	Do.	180	—	Q. Acheong
Prince Albert	Amer.	140	Wilson	Thomas Hunt & Co
Spark	Do.	140	Graves	Thomas Hunt & Co
Spec	Do.	280	Carroll	H. C. and M. Steam-boat Co. pany
White Cloud	British	280	Carroll	H. C. and M. Steam-boat Co. pany

\* Repairing at Whampoa.

## RECEIVING SHIPS &amp; HULKS.

Name.	Flag.	Rig.	Tons.	Captain.	Officers.
Obase	P. M.	ship	288	Mason	Harbour Master (Gunpowder)
Fort William	British	ship	1000	Townsend	P. & O. S. N. Co
Gothic	British	ship	650	F. F. West	A. MacDonnell
John Adam	British	barque	818	Dennis Daly	Water Police

## Shipping in Harbour.

## HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
<b>STEAMERS.</b>							
1868.							
Clan Alpine	E. Hutchison	Brit. str.	940	June	6 Jardine, Matheson & Co	Bombay	
Dacca	W. Hutchison	Brit. str.	1128	August	14 D. Sassoon Sons & Co	Bombay	put back
Lightning	W. Rodgers	Brit. str.	316	August	26 Gibb, Livingston & Co	Calcutta, &c.	
Oriana	W. Anderson	Brit. str.	1648	August	24 P. & O. S. N. Co		
Stran Chit	W.	Chl. str.	1700	July	19 Chinese		
Tigre	W. Bollevé	Fch. str.	1700	August	26 Messageries Impériales		
<b>SAILING VESSELS.</b>							
Agatha Johanna	K. Bahl	N. Ger. bk.	550	August	9 E. Schellhaas & Co	Hamburg	
Albert Victor	W. Marshall	Brit. bk.	384	August	25 Carlowitz & Co		
Albia	K. Tilmer	N. Ger. bk.	315	August	17 Wm. Pustan & Co	Foochow	
Allendale	W. Gray	Brit. bk.	449	August	24 Arnold Karberg & Co		
Aurora	K. Garcia	Salv. sh.	492	August	27 Wm. Pustan & Co		
Brilliant	W. Schroder	Siam. bk.	339	August	11 Chinese		
Caroline	K. Baurhiz	Fch. bk.	668	August	11 Landstein & Co		
Chetah	W. Reid	Brit. sh.	758	August	14 John Burd & Co		
Chom Yo Lang	K. Bloom	Chl. sh.	178	August	20 Chinese		
Cintra	K. Favaeha	Port. bk.	362	May	6 Rozario & Co		
City of Quebec	K. Peables	Brit. sh.	663	August	11 John Burd & Co		
Conqueror	W. Minchaw	Siam. sh.	870	July	2 Chinese		
Corea	W. Carr	Brit. sh.	681	August	26 Gibb, Livingston & Co		
Cutty Sark	W. Moran	Siam. sh.	476	August	11 Chinese		
Dart	W. Robert	Brit. sch.	75	July	20 A. Heard & Co		
Dudbrook	E. Bruce	Brit. bk.	872	August	21 John Burd & Co		
Edward Marguard	W. Moller	Siam. bk.	301	August	10 Chinese		
Ellen Morris	K. Sollick	Brit. bk.	194	August	26 Bourjau, Hubner & Co		
Ellen Rickmers	W. Behn	N. Ger. bk.	806	August	19 Molchers & Co		
Emile	E. Plessis	Fch. bk.	363	August	23 Messageries Impériales		
Eperanza	K. Onato	Span. sh.	1076	June	16 Order		
Frances Banfield	W. Pender	Brit. bk.	355	August	13 R. S. Walker & Co	Tientsin	
Friedrich	K. Tustin	N. Ger. bk.	231	August	14 Bourjau, Hubner & Co		
Game Cook	E. Sherburn	Amer. sh.	1119	August	14 Olyphant & Co		
Gazelle	K. Grun	N. Ger. bk.	193	August	25 Carlowitz & Co		
Goliath	W. Silva	Siam. bk.	642	August	19 Chinese		
Gravina	W. Camejo	Span. bk.	246	July	12 Remedios & Co		
Hongkong	W. Funderberg	Siam. sh.	639	August	23 A. Heard & Co		
Hoogly	K. Vailet	Fch. bk.	262	August	23 A. Heard & Co		
Indian Warrior	W. Young	Siam. bk.	464	August	19 Chinese		
Jeanne & Joseph	E. Carles	Fch. sh.	135	July	25 Order		
Katinka	W. Ravnkilde	Siam. bk.	260	August	24 Chinese		
Loriot	K. Ingemann	N. Ger. bk.	303	August	11 Bourjau, Hubner & Co		
Maria Morton	W. Fischer	Fch. bk.	401	July	12 Reynolds, Brothers & Co	Havana	
Maria Rozario	W. Auriouche	Span. bk.	249	August	7 Remedios & Co		
Mary	W. Boulton	Brit. bk.	447	August	13 Order	Buenos Ayres	Immediate
Mary Goodell	E. Sweetser	Amer. sh.	720	July	24 A. Heard & Co	San Francisco	Immediate
Meridun	W. Merlund	Siam. sh.	224	August	12 Chinese		
Mikado	K. Lemport	N. Ger. bk.	340	August	25 Wm. Pustan & Co		
Mirage	W. Finch	Brit. sh.	727	August	20 Acheong		
N. B. Palmer	E. Low	Amer. sh.	1124	August	14 Smith, Archer & Co	Foochow	
Nile	W. Moss	Brit. bk.	280	August	3 Thomas Howard		
Nina	K. Menquita	Port. sh.	1009	August	25 R. S. Walker & Co		
Norma	K. Pohl	N. Ger. bk.	339	August	11 Siemssen & Co	Bangkok	
Onrust	E. Weissenbruch	Dut. bk.	744	August	17 Siemssen & Co		
Pactole	K. Ollivaud	Fch. bk.	390	July	24 Landstein & Co		
Peru	E. Mollenhauser	N. Ger. bk.	429	August	2 Wm. Pustan & Co		
Forbhattan	W. Patten	Amer. bk.	469	August	19 Hogg & Co		
Resolute	W. Ezziere	Siam. sh.	860	August	2 Chinese		
Rubicon	W. Watt	Brit. sh.	204	August	26 Arnold Karberg & Co		
Savoir Faire	E. Harbord	Brit. sh.	1395	August	20 R. S. Walker & Co		
Schulze Delitach	K. Prehn	N. Ger. bk.	174	August	9 John Burd & Co		
Senator	W. Weyer	Siam. bk.	382	August	11 Chinese		
Sloop	W. Hutchison	Amer. sh.	902	July	22 A. Heard & Co		
Stag	W. Martin	Siam. bk.	400	August	2 Reynolds Brothers & Co	Yokohama	Early
Succasa	W. Nulmens	N. Ger. bk.	339	August	23 Order		
Susanne	K. Lath	N. Ger. bk.	339	August	2 Chinese		
Sword Fish	W. Moller	Siam. sh.	575	August	2 Chinese		
Union	W. Berkenhaw	Brit. bk.	361	August	18 Rozario & Co	Melbourne	
Venus	W. Christensen	N. Ger. bk.	633	August	23 Order		
Verona	W. Edlefen	Siam. sh.	565	August	20 Siemssen & Co		
Veronica	W. Haldane	Brit. bk.	332	August	18 Gilman & Co		
Villa de Rivadavia	W. Castilla	Span. bk.	261	August	6 Remedios & Co		

## WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Bella	Turner	Brit. bk.	448	August	30 Jardine, Matheson & Co		
Circé	Calbo	Span. str.	960	August	8 Spanish Consul		
Costa Rica	Moullin	Brit. str.	299	August	28 A. G. Hogg & Co		
Kwang Tung	Sullivan	Brit. str.	190	August	26 For Chinese Government		
Lian	Denslow	Brit. bk.	496	August	27 Douglas Laiprak & Co		
Matilda	Ramsay	Brit. bk.	252	August	24 Crun & Co		
Nellie Hastings	Hall	Amer. bk.	466	August	24 Olyphant & Co		
Neville	O'Sullivan	Brit. sh.	715	June	14 Deacon & Co	New York	Early
Pacific	Hayward	Brit. bk.	328	August	6 Russell & Co		
Peru	Razbam	Brit. bk.	388	August	26 Carlowitz & Co		
Shang Tung	Stubbs	Brit. str.	109	August	18 For Chinese Government	Buenos Ayres	Early

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C

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VOL. XXIV. No. 1635.

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4 Old Jewry, E.C.  
AUSTRALIA, TASMANIA, AND  
ZEALAND.—GORDON & GORDON,  
bourse and Sydney.  
SAN FRANCISCO.—American  
generally:—WHITE & BAUER,  
Francisco.  
CHINA.—Stewart, Brown & Co.  
GILES & Co., Foochow, THOMAS  
Giles & Co., Shanghai, H. Poon & Co.  
Wia, C. KARUTH & Co.

## Arrivals.

Aug. 30, *Satellite*, H. M. S. steamer.  
Joseph Edge, Singapore, Aug. 11.  
Aug. 30, *Undine*, Brit. steamer.  
Toppin, Foochow, Amoy and Swatow.  
28 and 29, D. LAPRAK & Co.  
Aug. 30, H. M. G. B. *Grasshopper*,  
pot, Singapore and Wha Wang, A  
and 19.  
Aug. 30, *John Bright*, Brit. steamer.  
Cumling, Bombay and Singapore, A  
and 25, 155 4-chests Opium and 1500  
Cotton.—D. S. SASSOON & Co.  
Aug. 30, *Johanna*, N. Germ. brig.  
Hogman, Tientsin, July 21, Geo.  
E. SCHELLHAAS & Co.  
August 30, *Loss of Gaveler*, British  
223, J. O. Dixon, Sydney, June 2, 32  
Coal and Sundries.—A. Hogg & Co.

## Departures.

Aug. 31, *City of Quebec*, for Foochow.

## Shipping Reports.

The North German brig *Johanna*,  
Tientsin, reports the first part of p  
fine weather and light southerly wi  
far as Shanghai, thence had light  
as far as Beaker Point, then heavy  
and heavy S.W. after which moderat  
light southerly breeze till arrival. (C